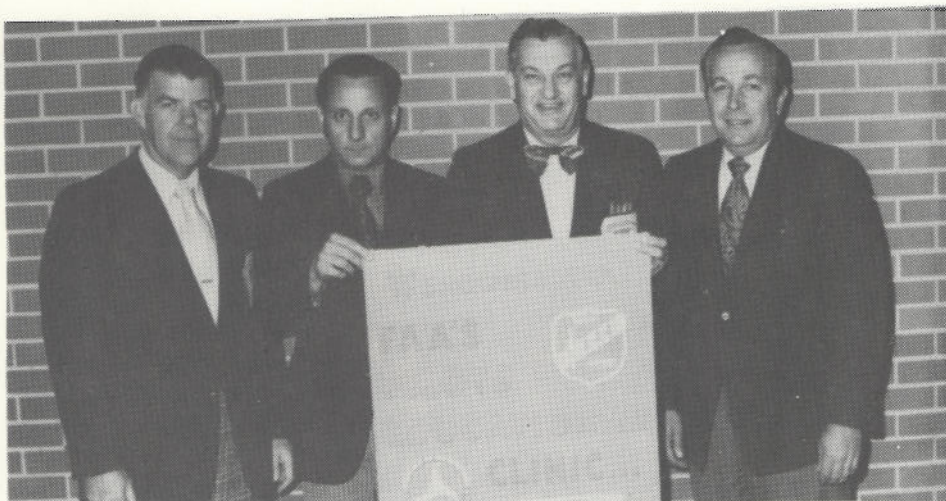




Speakers at the FAA Golden Sentinel Pilot's Educational Clinic, Great Falls, left to right: Jim Brownfield, General Aviation Maintenance Inspector, Fargo GADO; Charles Valdez, Medical Specialist, Civil Aeromedical Institute, Oklahoma City; George Batchelder, Accident Prevention Specialist, Salt Lake City; Jake Demmerly, Accident Prevention Specialist, Helena GADO 5.



DIVISION

OF

AERONAUTICS

October, 1974

Vol. 25 — No. 10

GOLDEN SENTINEL FLIGHT SAFETY PRESENTATION

The FAA Rocky Mountain Region's Golden Sentinel Flight Safety Team was in Great Falls on October 4 and 5. They presented a flying safety seminar in the auditorium of C. M. Russell High School. The subjects were many and varied and included Accidents and Cause Factors; Do You Really Have Room; The Unknown Factors; Sensory Illusions, and many others. The program was very well received by those attending.

AERONAUTICS BOARD MEETS

The Aeronautics Board met October 11 and discussed many matters. There was a presentation by Mr. Bob Stevens of Belgrade regarding the possibility of international air carriers flying from Los Angeles to Europe via the Polar Route, stopping in Great Falls to pick up passengers from an area as far away as Salt Lake City and the points in between there and Great Falls on a once-a-week basis.

The Board adopted a resolution requesting that the staff look into the possibility of retaining a consultant to make a study as to whether there can be boardings of this nature that

increase the aviation activities in Montana.

The Board also adopted a resolution expressing its appreciation to Mr. Worthie Rauscher, former Deputy Administrator, now serving as head of the Idaho Aeronautics Agency, and forwarded to him the following letter:

Worthie M. Rauscher, Administrator
Division of Aeronautics & Public
Transportation
3103 Airport Way
Boise, Idaho 83705
Dear Worthie:

At its meeting of October 11, 1974, the Board of Aeronautics unanimously adopted a resolution to send you this letter thanking you for your services to the State of Montana and commending you for your performance as Airport Engineer, Airport Development Bureau Chief, Deputy Director, and Deputy Administrator.

The Board is aware of the many achievements you have accomplished in the aviation activities of this state, and recognizes your contribution both as a consultant to the local sponsors and to the non-government aviation industry as well.

We would like to take this opportunity to wish you all the success possible in your new job and wish you and your family well in the coming years. We look forward to visit-

ing you in Boise and hope you will stop to see us in Montana occasionally.

Very truly yours,
/s/Michael D. Ferguson,
Secretary
Montana Board of
Aeronautics

There was a presentation by the Administrator, Bill Hunt, concerning the rental of aircraft and the offer of some people to make a twin engine pressurized aircraft available to the Division for transportation. Hunt said that the increasing demand for air transportation is not being met by the aircraft available and that under the airplane pool concept it was the duty of the Division to furnish aircraft for agencies to be flown at the expense of those agencies and that rental aircraft appeared to be a good way to do it when they are available.

Hunt said that the Division did not have authority to enter into any lease, whether long term or short term, and that this made it difficult for an airplane owner to commit the type of aircraft needed to the exclusive custody of the Division for the use of the state. However, he said there was interest and he was pursuing the matter. Hunt also said that he expected charter flights with fixed base operators to increase and that airline

(Continued on Page 2)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the
DIVISION OF AERONAUTICS**

City/County Airport
Phone 449-2506
Box 1698

Helena, Montana 59601

William E. Hunt, Administrator

Board of Aeronautics

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Bruce Vanica, Member

**Montana Press
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Edited by: **Bernice M. Peacock**



(Continued from Page 1)

traffic would also increase because of the use by government officials and business interests and citizens visiting the government. He said the Division will continue to encourage people to fly commercially with both the air carriers and general aviation whenever possible.

The Administrator also discussed the difficulties the Division is having at Yellowstone Airport because of increasing costs. He said that the matter was rapidly becoming a crisis and that he has notified the airport and others that something must soon be done or the Division cannot continue to accept the responsibility of operating the airport. He said that the airlines and others have agreed to cooperate to assist the Division to obtain the funding to keep the airport open.

*Administrator's
Column*



Like everyone present at the meeting in Great Falls October 1 on the closure of the Air Traffic Control Center at Malmstrom, I was disappointed to learn that the move had been so firmly determined that nothing can presently be done without reversing several decisions made over a period of time. We recognize the great expense in changing the plans to move the Center but we also recognize the important need of people living in a good environment as opposed to moving to a deteriorating area that is already overcrowded.

We believe in safety and efficiency and admit that the trade-off between the new system and the old system gives equal or greater efficiency and safety in some areas and derogates service in the future because the military will no longer perform services for the FAA now being done. What exists now has worked very well. It will only be replaced by something that will work very well, but at the same time the economic loss to the State of Montana and the loss of direct contact with the FAA continues to be a problem and will be even greater if this move is made. We think the people responsible should take a good look at the people as well as the machines.

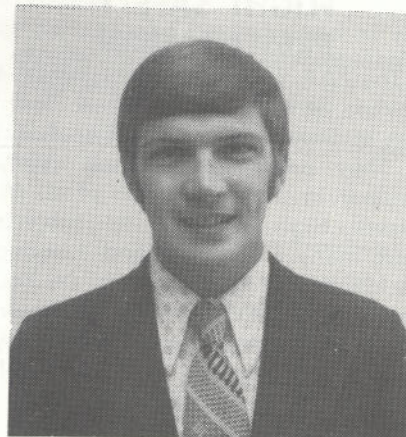
* * * * *

In the past five years the staff of the Aeronautics Division has been reduced slightly and we have periodically reorganized the structure of the office to meet the existing and increasing demands that are placed upon it by the rapid transition that is always experienced in aviation. Elsewhere in this newsletter there

is a discussion of our present reorganization and of the staff work now being done. We certainly welcome any comments or suggestions you may have regarding this.

**FAA FISCAL YEAR 1975
APPROPRIATIONS**

Congress approved a Fiscal Year 1975 Budget of \$1.704 billion during August, plus \$280 million in liquidating cash for the ADAP. Commitments for the airport aid program were again held to \$310 million. The budget provides \$1,375,500,000 for FAA operations; \$235,521,000 for facilities and equipment; \$60 million for research, engineering and development, and \$21,700,000 for construction and operation of Dulles and Washington National airports.



Ted Mathis, New Airport Planner.

AIRPORT PLANNER

Ted Mathis has worked for the Division of Aeronautics part time for the past five years, serving as Pilot, Mechanic, and Nav Aids Repairman for two years and as Airport Manager at the Yellowstone Airport during the summer for the past three years.

Ted graduated from the Helena Vocational Technical School, Aviation Division, and received his Bachelor Degrees in both Aviation Maintenance and Industrial Arts from Northern Montana College. He is a commercial pilot with multi engine and flight instructor ratings and is a licensed airframe and powerplant mechanic.



Left to right: William E. Hunt, Administrator, Division of Aeronautics; Larry Robison, Chief, Air Traffic, Rocky Mountain Region FAA; Mervyn Martin, Director, Rocky Mountain Region FAA; Pat Goodover, Great Falls Airport Authority, attending the hearing on the closing of the Great Falls Air Route Traffic Control Center.

CERTIFICATE OF MERIT

The Division of Aeronautics has been awarded an aviation education certificate of merit by the Aviation Distributors and Manufacturers Association.

This is the first state government agency ever recognized by the trade group in its program of bestowing aviation education awards.

FEMALE PILOTS WANTED

Word was received through the "99 News" that North Central Airlines is interested in receiving applications from female pilots with 1,500 hours certified flying time or more. Any interested qualified pilots may write Mr. Paul Caldwell, North Central Airlines, Inc., 7500 Northliner Drive, Minneapolis, Minn. 55450.



Aeronautics staff members with the Aviation Distributors and Manufacturers Association Certificate of Merit. Left to right, Nancy Knobel, Clerk; Lorene Guetler, Secretary; Bernice Peacock, Administrative Assistant.



Will Mavis, new Chief of the Helena Combined Station Tower.

NEW TOWER CHIEF

The Helena Combined Station Tower has a new Chief, Will Mavis, who transferred from Billings in August to replace Lud Hodge who retired. His staff consists of seven controllers and four developmentals, or trainees. The newest trainee is Ann Gearien, the first female to be employed in the Helena Tower.



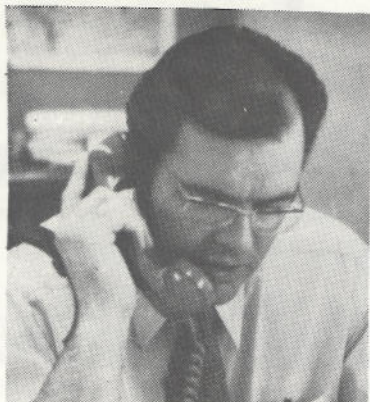
Chuck Halleck and Bruce Jones, Air Traffic Controllers, Helena Tower.



Ann Gearien, controller-trainee, Helena Combined Tower.

AIRPORT NOTES

By: DAVID C. KNEEDLER, Chief
Airport Development Bureau



Needed airport improvement is planned or under way on many fronts in Montana. These projects are being financed either with local funds, local/state funds or local/state/federal funds. Monies are derived locally in a variety of ways such as a tax mill levy for airport purposes, airport revenue bonds, airport sinking funds (in the case of airport authorities only), etc. State monies originate from the one penny per gallon tax on aviation fuel sold in Montana and are distributed through our Airport Development Loan Program and our Preliminary Engineering Grant Program. Federal funding is available through the Airport Development Aid Program or the Planning Grant Program depending on the type of work involved.

Congress through the Airport & Airway Development Act of 1970 established an Aviation Trust Fund which authorized the expenditure of \$310,000,000 annually for airport development in the United States. Although this amount was authorized in recognition of the acute need for airport development not only in Montana, but nationwide, the Executive Branch of government has for this fiscal year impounded \$193,000,000 of these funds. This has seriously hindered the progress of airport development nationwide and unless these monies are finally released there are communities right here in our state which face postponement of badly needed development projects for at least a year.

Most recent allocations of federal funds for airport development in Montana are:

Gallatin Field—Bozeman

Allocations totaling \$1,169,126 have been made for land acquisition, security fencing, the stand-by power generator and other work relating to a proposed runway extension.

Havre—City/County Airport

\$27,016 allocated for construction of the combined Crash/Fire/Rescue building and snow removal equipment storage building and runway marking.

Big Sky Field—Culbertson

\$62,834 allocated to overlay and mark runway 7/25 connecting taxiway and apron area.

The above amounts constitute \$79.46% of the total project costs, the remainder of which is financed either locally or local/state.

The status of some other airport development projects around the state follow:

Forsyth—Construction of the new main runway, connecting taxiways etc. is nearing completion with paving currently underway. Additional paving and finishing touches will be required in the spring to complete this job. The Aeronautics Division furnished a Preliminary Engineering Grant to assist in the planning and design of this project.

Red Lodge—A master planning study is currently underway which will determine the future needs of the Red Lodge area. A Preliminary Engineering Grant was made available by this office to assist in the work.

Malta—A runway extension and overlay in addition to taxiway and apron area overlays are currently in the planning stages. This will be accomplished with federal assistance. A portion of the sponsor's matching funds will be provided through a loan from the Aeronautics Division. A Preliminary Engineering Grant is being processed which will help finance the planning and design.

Circle—A Preliminary Engineering Grant will be used with local funds to match the federal share of a master planning study to provide future

direction for the Circle Airport.

Choteau—A runway and taxiway overlay is being planned in addition to other improvements as yet to be determined. This will be financed through a combination of federal and local monies.

Ekalaka—This office met with the Carter County Commissioners and Airport Board to assist in planning for pavement of the Ekalaka Airport. The details of this project have yet to be worked out and other information will be available in future issues of Montana and the Sky.

Finally, the **Montana State Airport System Plan** is nearly complete and its findings will be the subject of many future articles. We intend throughout the coming winter to distribute to each individual community the findings of the study regarding their airport and aviation needs.

AERONAUTICS DIVISION RESHUFFLES PERSONNEL

In an effort to meet the changing demands of aviation and the increasing activities, there has been a reshuffling of personnel in the Division of Aeronautics and some promotions.

The office of Deputy Administrator will not be filled and the duties performed by the Deputy Administrator will be assumed by the bureau chiefs and the Administrator. Worthie Rauscher who did an outstanding job for the Aeronautics Division has left for Idaho and the many duties he performed have been divided between the bureau chiefs, Vernon Moody, Dave Kneeder and Jerry Burrows.

Administrative Assistant Bernice Peacock has assumed the functions of budget officer responsible to the Administrator as well as her other many duties, including acting as Editor of this newsletter.

Dick Baldwin, former chief pilot, has returned to the position of pilot and is working on a half-time basis, and Jim Bernet has assumed the position of Chief Pilot.

The two bureaus known as the Safety and Compliance Bureau and the Aviation and Space Education

Bureau, have been combined into one bureau known as the Safety and Education Bureau. Jack Wilson continues as the bureau chief and the position vacated by Mike Schukert who has gone to the University of Ohio to work on his Doctor's Degree, has been taken by Mr. Sam Griggs whose biography appears elsewhere in this newsletter. This position will no longer be divided half between the Office of the Superintendent of Public Instruction and the Aeronautics Division. Mr. Griggs will have his full time office at Aeronautics and perform other functions as well as his primary duty of education. He will meet periodically with officials of the Office of the Superintendent of Public Instruction where liaison will be maintained and the cooperation between the Superintendent's Office and the Aeronautics Division has been assured by all concerned.

Terry Blankenship, formerly the Airport Planner, has returned to the University of Montana to further her education and Mr. Ted Mathis who has been both a full time and part time employee of the Division in the past has become the Airport Planner and will have other duties as well. Ted has managed the Yellowstone Airport for the past three years and has recently graduated from Northern Montana College. Ted's biography also appears elsewhere in this newsletter.

Mrs. Liz McDonnell has assumed the duties of Aircraft Dispatcher which she will handle in addition to other office duties. Mrs. Lorene Guetler has replaced Janice Hoppes as Office Secretary and Mrs. Nancy Knobel has moved into Mrs. McDonnell's clerical position.

Frank Fleisner will assist Jerry Burrows in the Navigational Aids Bureau, and the custodial duties continue in the capable hands of Mrs. Fern Lipen.

AVIATION EDUCATION SUPERVISOR

Sam Griggs was born in Hanover, New Hampshire, attended schools in the east, including Goddard College in Plainfield, Vermont, for two years.



He spent several years in the Arctic with the U. S. Weather Bureau.

Sam secured his aircraft mechanics training at Cal-Aero Technical Institute, and worked at Glendale Airport Flight School to further his experience as a professional pilot. He stayed in California two more years as a flight instructor, charter pilot and aircraft mechanic. Over the years he moved back to New England and added to his experience as a mechanic and flight instructor, and had his own fixed base operation in Springfield, Vermont.

He completed his college education during the '60's, had his first teaching job in St. Johnsbury, Vermont, and later determine he would require a Master's Degree to continue in education. He secured his M.A. from Northern Arizona University and once again returned to Vermont.

and school teaching in Bennington, doing flight instructing after hours.

In 1969 he set up and headed an FAA approved aircraft mechanics program at Delcastle Technical High School in Wilmington, Delaware, which was the position he left to come to Montana to work for the Division of Aeronautics as Supervisor of Aviation and Space Education.

Sam has the following ratings: Airline Transport Pilot, Flight Instructor—Airplanes and Instruments, Ground Instructor,—Advanced and Instrument, Aircraft Mechanics—Airframe and Powerplant. He has a history of over 5,000 accident-free hours of pilot-in-command time and over 3,000 hours of flight instruction. We welcome him to our staff.

FLYING CLASSROOM

Sam Griggs, Aviation Education Supervisor, went up to Culbertson and flew 34 Vo-Ag students, as well as Mr. Woods, the Instructor, his wife and the school Superintendent. Each flight lasted about an hour and covered the areas of geological fault, contour farming, topographical terrain, individual ranches and irrigation.

Great enthusiasm was generated and another trip is looked forward to next year.



Sam Griggs, Aviation Education Supervisor, with Flying Classroom at Culbertson, October 16.

NOTES ON NAVIGATIONAL AIDS

By: JERRY BURROWS, Chief
Navigational Aids Bureau



Vinyl coated nylon fluorescent red windsocks complete with twine and grommets are again available from your Aeronautics Division in 24" and 36" diameter sizes. These windsocks are available at our cost to any community, individual, state or federal agencies, having use for them. The 24" diameter windsocks sell for \$18.25 and the 36" diameter \$26.00 postpaid from Helena.

The Division of Aeronautics does have available complete lighted or unlighted windsock standards at approximately \$175.00.



Polson H-Markers Improved: Radio Technician Pat Padilla, with Montana Electronics, Missoula, is shown unpacking a new AEROCOM 100 watt radio transmitter to serve the Polson area. The transmitter is a 400% increase in power, operating on the assigned frequency of 275 KHz with the identifier code of "PLS". Tune it in the next time you are in the Polson area.



Nav-Aids Technician Frank Fleisner preparing to clear road obstruction on way to beacon site.

Beacon Serviced for Winter

Road obstructions like the above-shown 24" diameter tree are not uncommon during the servicing of the State's twelve airway beacons located in western Montana. These VFR night check points are strategically located along Victor airways.

Servicing of these beacons in the fall is generally a pleasant experience with the days being cooler, the scenery changing to its fall colors and an occasional glimpse of wild animals. The beacons are gone over to try to insure that no major repairs will be necessary during the middle of winter. While a four-wheel vehicle has no trouble during the summer or fall, it is often necessary to use a snowmobile to reach the beacons during the winter. Often a long hike on a pair of snowshoes is required in the early spring when the snow is wet and a snowmobile just bogs down. The Strawberry Butte beacon located northwest of Bozeman, having two Koehler engine generating plants, is the only one that does not operate on commercial power. All the beacons utilize a photo cell to activate the lights during darkness. Occasionally the photo cells become defective or other mechanical defects occur in between our normal servicing schedule.

Please contact our office or Flight Service Station if any beacon is known to be inoperative. We would also like to hear from you if you have any good words about our continued operation of these beacons.

FLYING FARMERS CONVENTION

By: MRS. SERETA TAYLOR
Secretary-Treasurer, MFF

Neither snow nor cold weather could put a damper on the Annual Convention of the Montana Flying Farmers at the Heritage Inn, October 4, 5 & 6, 1974. Several state members flew in early and others either drove in or came in on commercial airlines if they were great distances from Montana. Many attended tours to Buttrey's Foods, Air Route Traffic Control Center at Malmstrom Air Force Base, and some viewed the

exhibits at the C. M. Russell Museum and Studio.

Friday evening Alan G. Nelson, Biologist and Diamond Award-winning photographer, presented slides of animal and plant life as well as local inhabitants of the far north country some 300 miles north of the Arctic Circle in the Northwest Territories.

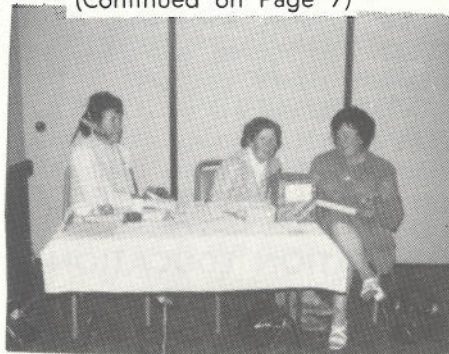
Queen Ruth Sondreson introduced the International Flying Farmer Queen, Sally Kinnerberg from Minnesota, IFF Duchess Elaine Wright, Alberta, Canada, and Queen Anna Ruth Houston, Saskatchewan, Canada, at the Queen's Luncheon on Saturday.

The only sadness of the convention occurred on Friday's tour when Queen-elect Lela Derr, Wolf Point, fell fracturing her left wrist. Since she was hospitalized for three days, Mrs. Floyd (Gayle) Johnson was proxy queen at the Coronation Saturday night. Nicky Putnam, Cessna representative from Skymart Aviation, presented the Queen's trophy to Gayle for Lela.

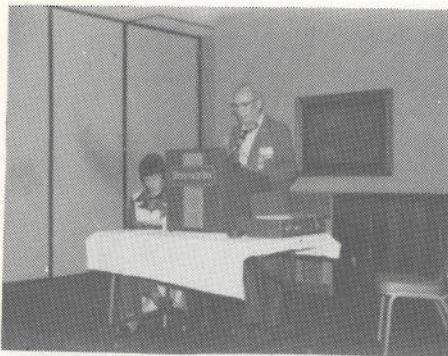
IFF Secretary John Lies installed the Officers for the coming year: President, James Hanson, Melville; Vice-president, Mrs. Arnold (Janet) Sorenson, Kremlin; Secretary-Treasurer, Mrs. Bill (Sereta) Taylor, Great Falls; Newsletter editor, Mrs. Sam (Dorothy) Langhus; and Directors: John Hebbelman, Sr., Chinook; Wayne Krueger, Reed Point, and Art Osburnson, Winifred.

The Montana Flying Woman of the Year for 1974 Award went to Mrs. Sam (Dorothy) Langhus and the plaque for the outstanding man of

(Continued on Page 7)



Left to right: Evelyn Kruger, Dorothy Langhus, and Ruth Sondreson at the registration desk, Montana Flying Farmers Convention.



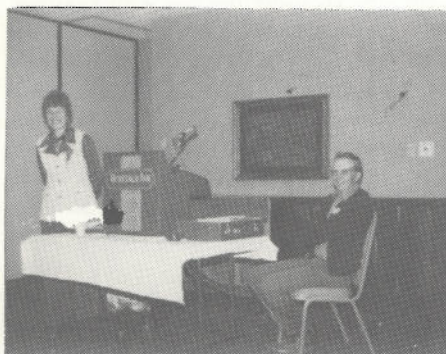
Sereta Taylor and Virgil Compton, Montana Flying Farmers Convention.

(Continued from Page 6)

the year went to Loyd Sondreson, Polebridge. He also received a wind-sock from Phillips Petroleum Company. These awards were presented by Virgil Compton, newly elected District Seven Director of IFF. Virgil is a past president of the MFF from Whitehall, Montana.

Mr. Harold "Jake" Demmerly spoke at the noon luncheon Saturday on the FAA's bi-annual flight review which takes effect November 1, 1975. He also answered questions on the new FAR's and safety procedures under special circumstances. Flying Farmers has long had a similar program which was voluntary, called Annual Proficiency Test (APT) for pilot upgrading. Consequently, reaction among convention members was quite favorable to flight reviews and safety practices.

If you would like to get in on some of the joy and activities of Flying Farmers, watch for announcements in this paper about MFF activities. They are for everyone who likes flying and fun!



Sereta Taylor and James Hanson, Montana Flying Farmers Convention.

"DON'T BE FUELISH"

The General Aviation Manufacturers Association, in cooperation with the Federal Energy Administration, has produced a film entitled "Don't Be Fuelish." Although aviation fuel is generally now available, fuel conservation remains a priority with the aviation industry in order to assure adequate supplies in years ahead, according to GAMA. The film describes the national problem and highlights specific steps pilots can take to conserve fuel.

Last year over 200,000 pilots attended nearly 1,600 FAA Safety Seminars nationwide. During this period general aviation accidents declined 12%, while flying activity increased 12%.

The ten-minute film "Don't Be Fuelish" is being distributed to the nation's 85 FAA Accident Prevention Specialists to be shown at FAA Safety Seminars during the next year. Copies of the film are also being distributed to the thirteen FAA Public Affairs offices.

The film is well suited for use by flying clubs, civic organizations and other groups, as well as broadcasters. For more information interested groups should contact the General Aviation Manufacturers Association, Attention of Jerry J. Boyer, Director of Public Affairs, 1025 Connecticut Ave., N.W., Washington, D. C. 20036 (telephone 202-296-8848.)

The most valuable gift you can give another is a good example.



TOWER

OPERATIONS

AUGUST 1974

	Total Operations	Instrument Operations
Billings	10,737	2,563
Great Falls	8,815	1,786
Missoula	7,723	819
Helena	4,140	593

SEPTEMBER 1974

Billings	9,798	2,290
Great Falls	8,039	1,572
Missoula	6,508	712
Helena	5,889	581

Letters to the Editor

Mr. William E. Hunt, Administrator
Division of Aeronautics
Department of Intergovernmental
Relations

P. O. Box 1698

Helena, Montana 59601

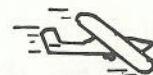
Dear Bill:

I am pleased to confirm your re-appointment by Governor Judge to the Federation's Air Committee of the Transportation Council.

By copy of this letter I am advising Mr. Robert White, Chairman of the committee, of this reappointment. You will be hearing directly from him regarding future meetings of this committee.

I look forward to your active participation in this very worthwhile endeavor for our Rocky Mountain States.

Sincerely,
/s/ Jack M. Campbell
President
Federation of Rocky
Mountain States, Inc.



CALENDAR

November 16 & 17, 1974 — National Intercollegiate Flying Association Regional Competition, Bozeman, Montana.

November 23 & 24, 1974 — Mountain Rescue Association, Sacramento, California.

December 3-7 — International Agricultural Aviation Conference, Las Vegas, Nevada.

December 6-8 — National Association of Search & Rescue Coordinators, Portland, Oregon.

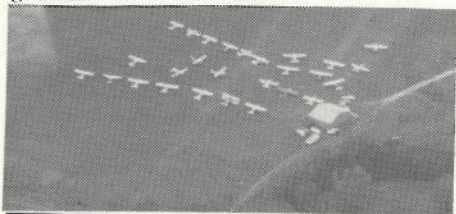
January 1, 1975 — Pilot Registration due for 1975.

January 1, 1975 — Aircraft Registration due for 1975.

Jan. 31-Feb. 1, 1975 — FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, Lewis & Clark Junior High School Auditorium, Billings.



The accompanying pictures sent by Bob Wheatcroft, Sand Springs, were taken at the Dryland Salmon Bar-b-q, but arrived too late to be included in the September newsletter. The top picture shows everyone enjoying the fine food and the bottom one is an excellent aerial photo of the aircraft on the ground.



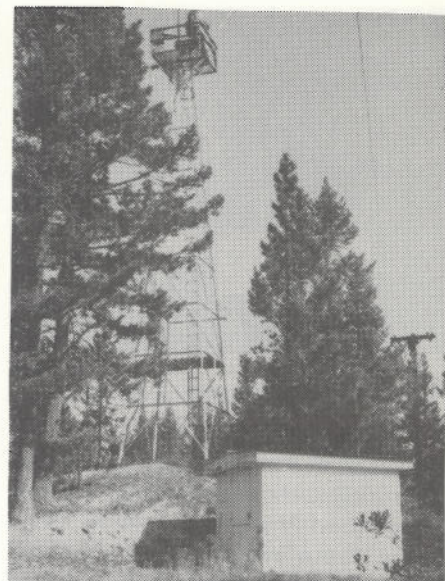
AWARD GOES TO MONTANA WING NCO/LO

By: JOAN M. VEAL, 1 Lt. CAP
Information Officer

Brigadier General Leslie Westberg, Commander, Headquarters Civil Air Patrol—USAF, honored T/Sgt. Kenneth L. Veal with a Certificate of Appreciation naming him Airman of the Quarter.

The award was presented to Sgt. Veal last week by Col. James O. Modisette, RMR—USAF/RLO, along with a Citation to Accompany the Award.

Many Montana C.A.P.'ers feel this is a well deserved award and appreciate the manner in which Sgt. Veal helps them.



One of the State of Montana's airway beacons at St. Regis.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



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